

BRADFORD ISLAND FERRY (District 2059)



IN THIS ISSUE FERRY HANGER/PASS:

LANDOWNER(S) GET A FERRY HANGER PASS, YOU MUST PROVE YOU ARE THE OWNER(S) OF THE PROPERTY BY PROVIDING THE DISTRICT WITH A COPY OF YOUR GRANT DEED. PASSES CAN ONLY BE USED BY THE LANDOWNER OF RECORD. THEY ARE NOT TRANSFERABLE TO FAMILY, FRIENDS OR CONTRACTORS. THE RULE IS, ONLY ONE PASS PER PROPERTY OWNER. EVEN IF YOU OWN MULTIPLE PROPERTIES. IF YOU ARE MARRIED AND YOUR SPOUSE IS NOT ON THE DEED, PROVIDE US WITH A COPY OF YOUR MARRIAGE LICENSE AND WE WILL PROVIDE YOUR SPOUSE WITH A PASS. IF A FAMILY MEMBER IS LISTED AS JOINT TENANT IN COMMON, OR THE TENANCY IS BY THE "ENTIRETY" OR THE PROPERTY IS SPECIFICALLY LISTED AS "COMMUNITY PROPERTY", THEN YOUR SPOUSE OR FAMILY MEMBER IS ENTITLED TO A FERRY PASS. COMPANY CORPORATIONS ARE NOT ALLOWED TO PROVIDE MEMBERS OF THE CORPORATION A PASS.

BRADFORD ISLAND FERRY SCHEDULE

MONDAY – FRIDAY RUNS

8 am to 5 pm

RUNS ON THE HOUR EXCEPT 12 NOON

SATURDAY RUNS

8 am, 9 am, 10 am, 11 am & 12 NOON

SUNDAY RUNS

11 am, 12 pm, 1 pm, 2 pm, 3 pm

Hotline Number (925) 684-3766, but not manned 24/7 so will need to leave a message

Ferry Hanger Lost/Stollen/Damaged

Please contact the District Manager to get a replacement ferry hanger via email or by phone. The old hanger will be voided out. Your ferry hanger has an assigned number that is assigned to you specifically. The ferry captain will match your ferry hanger # with your name on a list that the DFA is provided with.

AFTER HOUR CHARGES

After-hours service can be scheduled in advance subject to availability of the captain/crew. The regulations are online for review at www.bradfordisland.com. After-hours service charge is \$200.00 per hour.

After-hours ferry service should be scheduled in advanced whenever possible and the executed Authorization or facsimile posted on the ferry 24 hours in advance.

After-hours usage will be billed in half-hour increments. Off-day usage will have a four-hour minimum.

After-hours service is non-proprietary. The requesting party responsible for payment of the after-hours rate will be given the highest priority for service, but other individuals may still utilize the ferry service during the same period if space is available.

After hour forms are on the district website. You may also request one from the District Manager. They must be completed and submitted a week prior to the need of the service for Bradford Island requesters. We need time to submit it to the DFA...

Main purpose of a Reclamation District:

California Reclamation Districts are legal subdivisions within California's Central Valley that are responsible for managing and maintaining the levees, fresh water channels, or sloughs (pronounced slü), canals, pumps, and other flood protection structures in the area.

Ticket Cost

\$7.75 Per ticket

(Round Trip)

Ticket Toll

2 Axels = 1 Ticket

3 Axels = 2 Ticket(s)

4+Axels = 4 Ticket(s)

Where to Purchase:

Ferry Tickets

GAS N SAVE DBA

(Oakley Valero)

1541 East Cypress
Road Oakley

925-625-6055

To Purchase a
Booklet of them

Contact the District
Manager

How to get to the Ferry:

Take Cypress Rd.

Take it to

Jersey Island Rd.

Take Jersey all

The way down

Until it dead ends
at the Ferry
Landing

Ferry Information

The Victory II is a free-running (no cable) ferry that takes vehicles from Jersey Island to both Webb Tract and Bradford Island.

Ferry Service is not a guarantee and is subject to availability of captain/crew, weather and other safety issues and mechanical failures. The crew are only allowed to work so many hours per day and per week.

Vehicle Access on the Ferry will be subject to availability of space on a first-come, first-serve basis. After-hour service may be required for unusual or high levels of traffic (e.g., equipment delivery, material transport) and should be scheduled in advance

Ferry Capacity & Weight Limits

Standard ferry capacity is 12 vehicles. Oversized vehicle limits are 16 foot width, 63 foot length, and there is a

40 TON weight limit

Contractors, please notify the district in advance of your scheduled construction projects. The District will notify the DFA that you will be bringing equipment onto the ferry.



CSA M-1 Delta Ferry

Ferry Costs & Savings Strategies

Ferry Representative: Pr. Robert Davies

The Board of Trustees reviews the DFA's monthly financial reports outlined however not limited too; profit and loss, payroll summary, balance sheet and budget.

The Board of Trustees has historically met to discuss cost-savings measures in operations and requested a reduction in the DFA Staff's over time hours.

The DFA Representative for the Ferry District attends the annual budget meeting and reports back to the board of trustees. The District has posted a copy of this budget on their website for the landowners review.

The DFA reports to the District's representative any upcoming repair costs for the ferry during their scheduled meetings.

The Ferry is one of the largest costs to the District & its landowners

Assessment: \$9,000 x 12 = \$108,000 yr.

Accounting: \$375 x 12 = \$4,500 yr.

2021 Ferry Repairs (\$83,000)

Ferry Hangers \$320 Every prop 218

Fiscal Year = \$195,820.000

Routine Dry Dock Inspections Completed by the Coast Guard

The Ferry goes in for dry dock inspections on a routine basis. The Coast Guard conducts the dry dock inspection and outlines any required maintenance and repairs when doing so. There may also be other additional repairs required throughout the year.

This will generate a supplemental assessment to cover the repair costs.

The District's Legal Counsel has reported on the CSA M-1 Funds over the years. If your interested in reading one of their reports, please ask the District Manager to provide you with a copy of it.

The CSA M-1 Funds provides financing for the Delta Ferry Authority (DFA) to defray a portion of its costs for the ferry service to unincorporated Bradford Island and Webb Tract.

Formation and Boundary – CSA M-1 was formed on January 5, 1960 as a dependent district of the County. The CSA was formed (pre-LAFCO) to "provide and furnish ferry boat services and facilities therein" to Bradford Island and Webb Tract. Shortly after the CSA was formed, the County entered into a Joint Powers Agreement (JPA) with Reclamation District No. 2026 (Webb Tract) and 2059 (Bradford Island) The JPA established the Delta Ferry Authority (DFA) to provide ferry services and related docking facilities. In 1987. The County extended the JPA agreement and turned over direct operation of the ferry to the reclamation districts.

The boundary area of the CSA is approximately 8,678 acres (or 13.6 square miles). The CSA boun consist of two non-contiguous (but adjacent) sections – one is composed of Bradford Island and the other is composed of Web Tract and small adjacement islands and shoals, as shown on Map 3-3. The CSA is located entirely within Contra Costa County and services and area outside the urban limit line. Since formation, there have been no changes to the CSA boundary, according to BOE and LAFCO records. The SOI for CSA M-1 is coterminous with the bounary of the CSA, and was last uypdated in 2004.

County Funds PAID – The CSA M-1 provided funding comes from the County. This is the funds that the district would get to maintain roads and other county maintained properties. Since, the county does NOT come out and maintain, they provide us with those funds. The DFA gets the funds and uses these funds towards to ferry expenditures. Our Portion is deducted from the total ferry operations cost and then the district is billed for the remaining portion to be paid as a monthly assessment. Currently the 2021/2022 monthly assessment is \$9,000 per month.

District Annual Assessment Income VS. Ferry Costs

The District's AD Volurum Annual Property Tax Assessments total \$158,257.80 per year. This is collected by CCC from the Property Tax Bills. This is the District's Guaranteed annual Property Tax Income with out the Prop. 218

AD Volurum Property Taxes \$158,257.80

Annual Cost to Run the Ferry \$112,500.00

If there were NO Prop. 218 Assessments voted on, The District would have \$45,757.80 to pay for maintenance & Overhead